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PRICKLY HEATA reliable and efficacious remedy. Gives
instant relief.WATSON'S FRAGRANT
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A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 11th June, 1907.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication but no evidence of good faith.

All letters for publication should be written on one side of the paper only.

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Telegraphic Address: PRESS.
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P.O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VEXES ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 11TH, 1907.

THAT the Imperial Conference of the Colonial Premiers was not altogether a success is undeniable, and to account for this there were doubtless more than one sufficient reason. Perhaps of all these the most efficient was the fact that however of late the individual members tried to disguise it, the Government presided over by Sir HENRY CAMPBELL-BANNERMAN was distinctly out of sympathy with the movement. Still the little that was done was on the whole satisfactory, so far as it went, and that may be accepted as much as could be expected considering the antecedents of His Majesty's present administration. As a matter of fact, indeed, it was only the universal display of a public opinion in favour of the objects of the Conference that at the last moment determined the Little Englanders of the Government to allow their preconceived ideas of centrifugalism to remain for the nonce, at least, in abeyance. Another potent factor was doubtless that dislike to innovation, and a prevailing desire to safeguard the first step, which is instinctive in the race, and which prevails through the Colonies to an even wider degree than at home, and which with the principal Colonial premiers, and more especially with Sir WILFRED LAURIER led to a hesitancy about the very first step that seemed contrary to his usual quickness of grasp. Two important things with regard to the future of the Conference have, however, been settled;

the first of this is that it is to be abiding and not sporadic; the second, that it is to be Imperial and not merely Colonial, and as such to be presided over by the Premier of England as senior, and not by an elected President, nor by the head of the Foreign Office, whose status as chief only of a subordinate office must carry less weight than that of the head of the Government of the day. The first of these carries with it the intimation that the British Premier sits as *princeps inter pares*, not as one outside whose authority was exoteric. It was evident that behind all there was a feeling of reserve on the part of the Colonial representatives, not altogether without justification from history, that beneath the shadow of what was proposed to be called a "Council" there lay hidden the germs of what might at some time or other be available for interfering with that autonomy of action which the direct conduct of the Home Government had raised into a colonial tradition. Even without going back to the lamentable results of the Georgian policy of Colonial Taxation, there were later episodes that seemed to indicate that the wishes and interests of the Colonies were not always paramount in the minds of home statesmen, and examples as in the Newfoundland fishery affair, where Colonial wishes were deliberately set aside, without even the courteous preliminary of saying "By your leave, Gentlemen," were not likely to increase the confidence of the Colonies in a British Council. Thoughts like these were evidently at the bottom of the seemingly needless declaration that no resolutions of the Conference should have executive authority, and show how very far still the Empire is from practical confederation. In fact the home country will have much to do to compensate for the backwash made within the last eighteen months by the Government of all the talents. Perhaps after all it is best so, for if the Conference had been held under Mr. BALFOUR's Administration by which it had been arranged, many of these safeguards since found necessary would have been neglected, and an entirely wrong opinion of the functions and powers of the home Ministry of the day caused a disastrous break up when first the Conference met to discuss real business.

Fortunately, too perhaps, the late Conference has had nothing more important to discuss than preferential Tariffs. Here the Conference was sure to come at cross purposes with the present Government, but the effect, notwithstanding the attitude of the Government has been on the whole satisfactory, and there is no doubt that the opposition to a reform of the Tariffs as between the Home Land and the Colonies has sensibly weakened. Most of the Home constituencies had never, in fact, heard the subject discussed outside the Hastings, where of course each party confined itself in great measure to its party cries of the day. To hear the subject spoken to and discussed by statesmen altogether outside the ring of mere English politics was to the majority of people in England a new revelation. To the Premier of the Commonwealth the effect of the discussion on the intimate relations of Unionist, Liberal, or Radical was of no interest whatever; its effect on the Empire at large, and the relations between the Home country and the Commonwealth were all that concerned him in his representative character, and that he should have spoken on this subject with no half-hearted reservation will be accepted throughout the Home country as a clear indication that there is something more in the policy urged by Mr. CAMPBELL-BANNERMAN than the experts of the Cobden Club would have the people of the British Islands believe.

Another subject of interest discussed at the Conference cannot be passed over in the most superficial review without notice, and that is the by no means satisfactory condition in which the Permanent Secretariat has been arranged. From the general drift of the discussions it was apparently intended that it should form an entirely independent section of Government, free from party control. This under the system in the end hurriedly adopted is only very partially the case. It is, in fact, to be merely a section of the Colonial Office, and responsible to the Colonial Secretary for the time being. It is true the scheme was left unfinished, and what is perhaps more to the purpose there was no precedent to go on. The very essence of an Imperial Department is that it should be entirely outside of party politics, but probably the step was too wide to take all at once; and the present device was acknowledged as at best a stop-gap to be properly constituted when experience had shown the needs of the post. Most reasonable men in the Empire are thoroughly sick of the absurd lengths to which the

practice of party Government has been carried, and it seems a pity that of this, the first opportunity that has presented itself for a long time of bettering the position, more advantage has not been taken.

The Empress Dowager told Tseu Chua-huan (Shun) that he must leave Peking within ten days and not delay his departure.

Yesterday's four cases, added with last week's fifteen, make the plague total at date stand at 79 cases and 68 deaths. There were last week five cases of smallpox, all Chinese.

We are informed by the Colonial Secretary that the Secretary of State has telegraphed that Sir Frederick Lugard will arrive in the Colony at the end of July via Vancouver.

The carriage of the Italian Minister at Peking drove over a policeman (who subsequently died) on the 30th May; and the Waiwupu is now negotiating on the matter with the minister.

Last week the police at Chungkui forwarded information to Yumati of an armed robbery which had occurred across the border, and warned the Yumati police to be on the look out. As a result of this precaution six men were arrested at Reclamation Street, Mongkok, on Sunday, and will be charged with committing armed robbery within the jurisdiction of China in due course.

On Sunday morning while divine services were proceeding at St. John's Cathedral, a native proceeded to air his eloquence without the walls, and soon attracted a crowd. When Constable Fox, who was on duty in the vicinity, found a man disturbing the peace and tranquillity of the neighbourhood, he marched him off to the Central Station. Thence he was removed to hospital, where it was found he was slightly demented, and transferred to the lunatic asylum.

A London message dated May 7th says:—Lord Kelvin, the most eminent scientist in the Kingdom, discussing to-day the discarded report that Professor Ramsay had produced copper from a combination of sodium, lithium and potassium under the influence of radium emanations, made the following statement:—"The admirable results discovered by the experimental research on radium prove nothing against the atomic theory for in support of supposed transmutations or changes of metals or other chemical elements."

What is the chief of the world's pests? The article by Mr. Shipley, Christ's College, Cambridge, in *Science Progress* (John Murray) appears to suggest that the common house fly attains this injurious distinction. It is practically cosmopolitan, ranging from Cyprus to New Zealand, from the Cape to Cairo, from Nova Scotia to the Argentine, from Persia to Hongkong. It is carried all over the world in ships and trains, and seems to be equally at home in the low latitudes of Finland or in the humid heat of equatorial Brazil. The diseases which flies convey from man to man are for the most part conveyed mechanically. The proboscis acts as an inoculatory needle, and there is no reason to suppose that the fly suffers any inconvenience from acting as the vehicle which transfers the disease bacteria. The mouth parts of the fly can pick up the anthrax bacillus. It is also accused, together with the flea, of transmitting plague—though Dr. Martin's Commission puts the chief, if not the sole responsibility of plague carrier on the flea. It disseminates cholera and inflammatory ophthalmia, as well as enteric, as many cases in the Spanish-American and South African wars proved. Finally, it is very largely responsible for that infection of milk which is one of the principal causes of infantile mortality. An invention that would considerably rid the world of flies ought to be highly prized.

PRESENTATION TO MR. HAYNES.

A pleasing ceremony took place at the Hongkong Hotel when Mr. Haynes, the popular manager of the Hotel, and Mrs. Haynes, were presented with a handsome marble clock with a silver plate affixed suitably engraved, as a mark of the high esteem in which they are held by the European staff who are directly connected with Mr. Haynes in his work. The health of Mr. and Mrs. Haynes was drunk in the usual way. At a supper given by Mr. Haynes in return for the Chinese dinners previously held in his honour during the week at the Hongkong Lau, (Chinese "Hongkong Hotel") in the presence of representatives of different departments of the staff and a goodly number of guests, Mr. Haynes was presented with a beautiful illuminated address bound in a blue morocco cover with silk lining. The address contained upwards of two hundred and ninety signatures of members of the staff and chefs of a few Chinese merchants. The presentation of the address which was in English and Chinese was made amidst hearty cheers. Mr. Haynes was much moved and suitably thanked the donors in a speech expressing his sincere regret at leaving the Staff with whom he had so long been connected. Capt. Fey responded on behalf of the guests eulogising Mr. Haynes as a man deservedly popular, and as good a hotel manager as he had ever met with in his experience which extended all over the world. Several speeches were made wishing Mr. and Mrs. Haynes a bright and prosperous future. Amongst those present were Messrs. Gloyd, McLaughlin, Wolfenden and Rosenthal, all old friends of Mr. Haynes. The address was the work of Messrs. Kelly and Walsh, and is a fine example of its kind.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

AT MONTPELLIER.

LONDON, June 10th.

Six hundred thousand people assembled at Montpellier to "demonstrate" the Government's failure to prevent adulteration. Municipal councillors are resigning *en bloc*. Taxes are refused, and riots are reported.

A DISASTROUS TYPHOON.

LONDON, June 10th.

A typhoon has swept over the Carolines, and 250 people have been drowned.

JAPAN AND AMERICA.

TOKYO, June 10th.

The Committee of the Progressive Party in the Japanese Diet have passed a resolution strongly condemning the treatment of Japanese resident on the Pacific Coast, and pointing out that the last incident was neither spontaneous nor isolated. The resolution expresses dissatisfaction with the action of the Japanese Government and commits the Party to urge that steps be taken to maintain the dignity of the Empire.

Telegrams from Washington state that the incident has been diplomatically closed.

[REUTERS'S SERVICE.]

THE UNITED STATES AND JAPAN.

LONDON, June 8th.

News from Washington states that France has offered her good services to promote a stable understanding between the United States and Japan. The State Department is dubious regarding the possibility of putting the offer to practical use, but it is received in the same cordial spirit in which it is made. It is added that negotiations in the near future are likely to only relate to the Immigration Treaty, but nothing has arisen to preclude direct dealing therewith. The San Francisco incident is closed from a diplomatic point of view. The *Standard* states that the Government has decided to decline the offer.

THE PRICE OF COTTON.

LONDON, June 8th.

New York reports that an English syndicate, in placing an order for the purchase of 100,000 bales of cotton, caused the July prices to reach a record.

FLOGGING IN THE NAVY.

In its annual report for the year 1906, the Humanitarian League gives a record of the most active period of work that it has yet experienced. Satisfaction is expressed at the discontinuance of the use of the birch-rod in the Royal Navy; at the great decrease in judicial sentences of flogging; and at the introduction of the Criminal Appeal Bill and the probability of a change with regard to imprisonment for debt—all of which reforms have long been advocated by the League. Referring to the new order as to naval discipline, issued by the Admiralty, the report states:—

"The chief event of the year 1906, regarded from the humanitarian standpoint, was the reform in naval discipline introduced by the present Government within a few weeks of their taking office, the abolition of the use of the birch and the restriction of the use of the cane. By a recent order of the Admiralty the punishment of caning has been still further restricted, and that we have good hopes that these degrading practices as the Prime Minister has termed them, will before long be altogether abolished."

No less active has been the campaign against cruel blood-sports; and from the sympathetic attitude of the Prime Minister towards the Spurious Sports Bill it is hoped that this measure will become law. The League's propaganda has recently been extended to India.

The trouble in the neighbourhood of Swatow is at an end and the soldiers who were sent to the district from Canton are expected to return home almost immediately. It has been remarked in Swatow that these troops appear to be under a stricter discipline than is usually associated with Chinese troops. On the 4th instant, a soldier was beheaded at Swatow for "disgracing his uniform," by committing an indecent assault on a married woman. When the last mail left Swatow, the Japanese cruiser *Nanika*, was in the harbour, and it seemed likely that she would be compelled to remain there some days waiting for a sufficiently high tide to enable her to get out over the bar.

SUPREME COURT.

Monday, 10th June.

IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT) AND THE HON. MR. E. A. HEWITT (NAUTICAL ASSESSOR).

A SALVAGE CLAIM.

An action for salvage was brought by the Hamburg-America Linie and the master and crew of the s.s. "Aragonia" against the China Navigation Company, Ltd., the owners of the s.s. "Hupeh" her cargo and freight. Mr. M. W. Slade (instructed by Mr. G. Hastings of Messrs. Hastings and Hastings) appeared for the plaintiffs, while defendants were represented by Messrs. Johnson, Stokes and Master.

The petition was as follows: The s.s. "Aragonia" of which the Hamburg-America Linie are owners and the Portland and Asiatic Steamship Company the charterers, is an iron screw steam ship of 3,321 tons net register and 426 nominal horse power, and manned by a crew of 55 hands including the master, and is of the value of £45,000, and at the time of the salvage service hereafter mentioned, was carrying a general cargo of the value of \$85,000 including freight and bunker coal of the value of \$3,000. The s.s. "Hupeh" is a screw steamship of 1,295 tons net registered tonnage and manned by a crew of 38 hands including the master, and is of the value of \$25,000, and at the time of the salvage service hereafter mentioned was carrying a cargo of the value of \$115,000 including freight and bunker coal and 58 passengers. On 6th December 1906, at 11 a.m. the s.s. "Aragonia" was on a voyage from Moji, Japan, to Hongkong, when she on board sighted a steamship which proved to be the "Hupeh," anchored in 27.16 north latitude and 121.25 east longitude, and the "Hupeh" signalled "my ship disabled: will you tow me to a safe anchorage? Have you a rope ready? I have the main shaft broken."

The main shaft of the "Hupeh" had broken on 5th December, and she had since that day been disabled, but had been unable to procure assistance. At this time a strong north-east monsoon was blowing, and a heavy sea running. The "Aragonia" was with difficulty and danger manoeuvred near to the "Hupeh," and those on board were understood to request to be towed to Hongkong. The s.s. "Aragonia" was then with difficulty and danger anchored sufficiently near and ahead of the "Hupeh" to enable a towing rope to be passed between the two vessels. After considerable trouble owing to the heavy sea running, a wire towing rope was passed to the "Hupeh" and shackled to a chain on the latter vessel, and at 3.35 p.m. towing commenced and continued throughout the rest of the day and night, and the following day until about 7.10 p.m. when the chain to which the rope was attached broke and the ships had to anchor and wait for daylight. On the night of the 6th December and on 7th December towage was rendered very difficult on account of the high sea running and wind blowing and the consequent bad steering of the "Hupeh." There was a great risk of the two ships losing connection, and to lessen this danger the "Aragonia" was steered inside Oakes Island so as to get into smoother water, but the risk of serious damage or any damage was incurred by her. The defendants admitted that extra labour and exertion were undergone by the master and crew of the "Aragonia" in consequence of the said services, but denied that danger was undergone by her master or crew. Save in so far as the admissions noted, the defendants denied the truth of each and every allegation in the petition. The defendants on 30th April, 1907, paid into Court the sum of \$9,365.80, being the equivalent at the then rate of exchange of £1,000, and the defendants said that under the circumstances this amount was sufficient to satisfy plaintiffs' claim.

Mr. Slade, having read the pleadings stated that there was no divergence between the parties except in the matter of signals. Mr. Pollock—Where agreed upon the signals. Mr. Slade—Remarked that there were no questions outstanding except the state of the weather. Mr. Pollock—They say it was very rough. His Lordship—They say it was very, very rough (Laughter). His Lordship (to Mr. Slade)—They don't take the serious view of it that you do? Mr. Slade—No. Mr. Pollock—That is a common occurrence. Mr. Slade—Having concluded his opening statement, evidence in support of the plaintiffs' claim was called.

The first witness, Captain Ernst of the "Aragonia," gave evidence to the effect that he understood from the captain of the "Hupeh" that he wanted to be towed to Hongkong. They spoke to each other through the megaphone and he understood that was the nature of the request. He was of course not quite sure. Witness described the manoeuvres which preceded the fastening of the hawser, and indicated that a collision was narrowly avoided.

Mr. Pollock cross-examined witness as to the danger or otherwise of having taken the passage inside Oakes Island, and witness said that in taking that passage it meant a certain "risk" which he did not hesitate to take after having taken the risk of taking the "Hupeh" in tow. The case was adjourned.

encountered no difficulty or danger in anchoring ahead of the "Hupeh" so as to enable a steel hawser for towing to be passed between the two vessels. Those on board the "Hupeh" never requested to be towed to Hongkong, but requested to be towed to Matsun. The defendants intended to wire a report of the accident from Sharp Peak. In answer to paragraph 5 of the petition the defendants said: There was considerable trouble but no difficulty or danger, owing to the state of the sea and the weight of the steel hawser in passing it from the "Aragonia" to the "Hupeh," but such work was done solely by the second officer and seamen of the "Hupeh," who passed along each hawser in a boat belonging to the "Hupeh," and no difficulty or danger in connection with the work was incurred by those on board the "Aragonia." The towing commenced at 3.30 p.m. and so soon as the vessels were steadied on their course, which was about southwest, thus bringing the wind and sea astern, the towage went on at a speed of about nine knots an hour, with an easy strain on the hawser. During the night the wind and sea increased, and when they had passed Tungyang about midnight those on board of the "Hupeh" noticed that the "Aragonia" did not alter her course to the westward in the direction of Matsun, and accordingly concluded that the captain of the "Aragonia" had decided to continue the towage to Amoy. At about 1.30 p.m. on the 7th December the "Aragonia" signalled "Advisable tow to Hongkong because Amoy not before dark," to which the "Hupeh" replied "prefer outer harbour Amoy, entrance not difficult. Night signalling for anchoring I leave to your arrangement." The "Aragonia" then signalled "I shall make for anchorage, use every precaution." The two vessels passed Dodd Island at 6 p.m., and about one hour later those in charge of the "Hupeh" noticed the "Aragonia" altering her course to starboard rather suddenly in the direction of the Tsing Sue Light, and in consequence of this jerk the chain cable on the "Hupeh" which was connected with the towing hawser between the vessels parted and thereupon the "Hupeh" anchored promptly and the "Aragonia" some minutes later. In answer to paragraph six of the petition the defendants said: There was no difficulty in the towage during the period referred to and the two vessels proceeded comfortably before the wind and sea, and the steering of the "Hupeh" was good. There was no risk of the two ships losing connection provided that the steering was careful. The "Aragonia" was steered inside Oakes Island, but the risks of navigation were not increased thereby. In answer to paragraph 7 of the petition the defendants said: The towage was resumed about 7.25 p.m. on the 8th inst. and both vessels anchored in the outer harbour at Amoy at 10.50 a.m. and subsequently the "Aragonia" towed the "Hupeh" to the bank of Kulungsa with the assistance of a pilot, arriving in the inner harbour where the hawser was cast off and the tow completed at 11.5 p.m. The defendants admitted the truth of the allegations in paragraphs 8 and 9 of the petition. They however did not admit the truth of any of the allegations in paragraph 10 of the petition. They denied that a heavy or any strain was put upon the "Aragonia," her hull, machinery or gear in rendering the said services. The defendants also denied that any risk of serious damage or any damage was incurred by her. The defendants admitted that extra labour and exertion were undergone by the master and crew of the "Aragonia" in consequence of the said services, but denied that danger was undergone by her master or crew. Save in so far as the admissions noted, the defendants denied the truth of each and every allegation in the petition. The defendants on 30th April, 1907, paid into Court the sum of \$9,365.80, being the equivalent at the then rate of exchange of £1,000, and the defendants said that under the circumstances this amount was sufficient to satisfy plaintiffs' claim.

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A dispatch from San Francisco dated May 15th says:—"The difficulty which has been experienced in empanelling a jury to try Abraham Ruef, the political boss of this city, indicted for fraud and corruption, has now been overcome and a jury secured. There are enough charges against Ruef, if proved to send him to jail for two or three hundred years."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are no longer for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

IN an Action in the CHANCERY DIVISION of the HIGH COURT of JUSTICE in ENGLAND, in which THE MORGAN GUINNESS COMPANY, LIMITED were PLAINTIFFS and which was brought to restrain infringement of TRADE MARKS and passing off, the Defendants submitted (inter alia) to a perpetual injunction restraining them their Servants and Agents

"from in any manner passing off or enabling or assisting others to pass off or acting so as to be calculated to pass off any emblems or being the Plaintiffs' emblems as or for the Plaintiffs' emblems by means of the labels or other emblems used in respect of the same or the marks on such emblems. And from selling or offering or exposing or advertising for sale, or procuring to be sold, any such emblems as of record, UNDER ANY LABELS TRIANGULAR IN SHAPE or under any label mark or description calculated to represent or lead to the belief that such emblems are TRIANGULAR LABEL or TRIANGULAR CHOP emblems or emblems of the Plaintiffs' manufacture. And from any manner infringing the Plaintiffs' registered TRADE MARKS Nos. 29,200 and 29,700 or either of them. And from using or permitting to be used in connection with emblems any labels triangular in shape."

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE MAN OF INSURANCE COMPANY, LIMITED

AND
IN THE MATTER OF THE Companies (Memorandum of Association Ordinance 1890 incorporated in Ordinance No. 1 of 1895).

NOTICE IS HEREBY GIVEN that a Petition was on the 3rd day of June, 1907 presented to The Supreme Court of Hongkong by the above named Company to confirm a SPECIAL RESOLUTION of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 27th day of April, 1907 and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 14th day of May 1907 and which Resolution runs as follows:

1. That clause 3 of the Memorandum of Association be altered by inserting after the words "the objects for which the Company is established are" the words "Sub-clause A," and by adding at the end of "Sub-clause A," new Sub-clauses to be lettered B and C.

(b) To insure against loss or damage by fire all houses and all other buildings and erections, treasure, household furniture, goods, wares, merchandise, chattels and effects whatsoever in Hongkong, China, Japan or elsewhere, and the pursuit of the business of fire insurance generally and the doing of such other things as are incidental or conducive to the attainment of the above objects.

(c) To insure any risk in whole or in part.

AND NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before The Honorable Sir FRANCIS PIERCE K., Chief Justice of Hongkong on TUESDAY the 2nd day of July, 1907, at 10.30 a.m., and any person interested in the said Company whether as Creditor Policy Holder, or otherwise desirous to oppose the making of an Order for the confirmation of the said Resolution under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose and a copy of the said Petition will be furnished to any such person requiring the same by the Company's Solicitors Messrs. Johnson Stokes and Master, No. 8, Des Vaux Road Central, Victoria, Hongkong, on payment of the regulated charge for the same.

Dated the tenth day of June One thousand nine hundred and seven.

JOHNSON, STOKES & MASTER,
Solicitors for the Company,
No. 8, Des Vaux Road Central,
Victoria, Hongkong. 1058

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS,
No. 54

PINNACLE ROCK IN SUGARLOAF CHANNEL.

INFORMATION has been received from the Commander of H.B.M.'s Surveying Ship "Waterwitch" that a PINNACLE ROCK with 8 feet of water over it at L. W. S. and 6 to 7 fathoms around exists to the Southward of Double Island in the following position:

N.W. extreme of Double Island (ruins) bears N. 2° W.
South extreme of Fisherman Island bears S. 85° W. distant 4 cables.
North extreme of Sugarloaf Island 6° E. See Admiralty Chart of Swatow No. 854. Bearings are Magnetic.

A. HOLZ,
Harbour Master.

Approved—
A. H. HARRIS,
Acting Commissioner of Customs,
Custom House,
Swatow, 4th June, 1907. 1059

TO LET—IMMEDIATELY.

THOMAS' HOTEL, on Long or Short Lease, with or without all the Furniture, Fixtures, etc., now on the Premises.

Apply to—
THE OFFICIAL RECEIVER,
Hongkong, 11th June, 1907. 1060

FOR RENT.

SEVEN LARGE ROOMS with Commodious Godowns, fronting on the Canal Road, Shamone, Canton. Possession given from July 1st. Well suited for general import and export business.

Apply to—
P. S.
Care of "Daily Press" Office,
Hongkong, 11th June, 1907. 1061

NEW ADVERTISEMENTS

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 13th June, 1907, at 2.30 p.m., at No. 33, Seymour Road, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED. Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH,
Auctioneers. 1062

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING." Captain E. Fay, will be despatched for the above Ports TO-MORROW, the 12th inst., at 3 p.m. instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 10th June, 1907. 1054

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAICHING." Captain A. E. Hodgins, will be despatched for the above Ports on FRIDAY, the 14th inst., at 3 p.m. For Freight or Passage, apply to DOUGLAS, LAPEAUX & Co., General Managers. Hongkong, 11th June, 1907. 1063

JAVA-CHINA-JAPAN LINE.

FROM JAVA PORTS AND MACASSAR.

THE Chartered J.-C.-J. Lija Steamship

"TJIKINI." Captain Koops, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after the 14th inst., will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. No Fire Insurance has been effected. The steamer will be despatched for Amoy, Shanghai, Moji, Kobe and Yokohama on the 15th inst.

Head Agency of the JAVA-CHINA-JAPAN LINE, York Building, 1st Floor. Hongkong, 11th June, 1907. 1064

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be retained on the 17th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 10th June, 1907. 1056

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.

Leading Articles.

The China-Harbour.

Against Phonocianism.

Public Apathy.

Chinese Reforms.

Prince Fushimi and "The Mikado."

Chinese Rebellions.

Hongkong Legislative Council.

Sterling Salaries Again.

Supreme Court.

Canton to the Charitable.

An Engineer's Death.

"Is he a Chinaman, or—?"

To Check "Dumping."

Collision in the Harbour.

Two suspected Suicides.

New Typhoon Signals.

Extraordinary Story of I-pusture.

Simple Chinamen.

Hongkong Post Office.

Hongkong Gymkhana Club.

The Commission.

Hongkong and Shanghai Banking Corporation.

The National Bank of China.

Disturbances all over China.

The Riots near Pakhoi.

Anglo-Japanese Steel Works.

Japanese Salutes Reserves.

Correspondence.

The Sanitary Commission.

The City Hall Library.

Concert at Government House.

Registrar-General's Report.

Canton.

Macao.

The Disturbances near Swatow.

A Kortan Census.

Japan.

Victory Shum's Antecedents.

Hakko and Hokko.

Artful Rascals Captured.

Commercial & Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each or 81 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

Hongkong, 11th June, 1907.

NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARRATOON APCAR." Captain A. Stewart, will be despatched for the above Ports on FRIDAY, the 14th June, at 3 p.m. instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 10th June, 1907. 1055

S.S. "SYDNEY" COMPAGNIE DES MESSEAGERIES MARITIMES. NOTICE. CONSIGNEES of Cargo from London ex s.s. "Matapan," and "Clarente" from Havre ex s.s. "Clarente," from Bordeaux ex s.s. "Villo de Boulogne," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Precious, and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from Consignees before 10 a.m. To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 17th June, 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th June, 1907, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 17th June, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th June, 1907. 1052

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from THE EXECUTORS OF THE ESTATE OF THE LATE JOHN COYLE, to sell by Public Auction,

On FRIDAY, the 14th June, 1907, at 2.30 p.m., at No. 10, Morrison Hill,

THE WHOLE OF THE HOUSEHOLD FURNITURE

THEREIN CONTAINED—

Comprising—TEAKWOOD HATSTAND with GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, OVEN-MANTELS, TEAKWOOD WARDROBES with BEVELLED GLASS, CHEST OF DRAWERS, GLASS, CROCKERY and E.P. WARE, PICTURES, DRESSING TABLES, &c., &c.;

Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th June, 1907. 1050

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On WEDNESDAY,

the 19th June, 1907, at 3 p.m., on board (if not previously sold by private contract), (as above now lies off Stonecutters') The Dutch Steamer

"JAPARA."

TERMS—25 per cent. of the purchase money to be paid on the fall of the hammer and the Balance within one week.

The above steamer is not to trade in Netherlands Indian Waters under a penalty of \$4,000.00 for each and every time she may enter Netherlands Indian Waters, unless under FORCE MAJEURE, this same condition to be imposed upon by the purchaser to each successive buyer.

A Steam Launch will leave BLAKE PIKE at 2.30 p.m. to convey intending Purchasers.

For Full Particulars, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 1st June, 1907. 965

INTIMATIONS

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIANIC STAMPS. MIXED STAMPS.

100 for \$8.50 500 for \$3.00

150 " 1.75 1000 " 10.00

200 " 3.50 1500 " 25.00

250 " 5.75 2000 " 35.00

275 " 9.00 3000 " 95.00

Also Stamps in bags, sets, &c., &c.

ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited.

GRACA & CO., Hongkong Hotel Corridor. 675

GRAND OPENING

OF

ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.

UNDER the auspices of the Canton Nam Keung Public College, there will be

Opened to the Public at 37, QUEEN'S ROAD CENTRAL, (three doors above Supreme Court), from 15th May, 1907, a Grand Exhibition of

exclusive Art Treasures comprising: PAINTINGS, SCULPTURES, CARVINGS, TAPESTRY, ARTISTIC MARBLE and BRONZE BUSTS and STATUARY, ANCIENT ARMOUR and IMPLEMENTS OF WAR, FRENCH and VENETIAN

WARES, beautiful articles of decorative furniture, including a bedroom suite in Crystal and a handsome Roman Chair from the Vatican, rare curios, bric-a-brac, bronzes and other specimens of Vertu collected by connoisseurs in Art from many parts of the world to this order of the exhibitors.

A nominal fee of FIFTY CENTS will be charged for admission, the nett proceeds of which will be devoted to the educational funds of the Canton Nam Keung Public College.

From 12 NOON to 5 P.M., and 7 to 10 P.M.

Adults 50 cents.

Children 25 cents.

Soldiers in Uniform . . . 25 cents.

Tickets may be had at Entrance.

Hongkong, 14th May, 1907. 916

T. H. TAI, Manager.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 505

INTIMATIONS

WO SHUN STEAMBOAT CO. LTD.

TAKE NOTICE that the above Company have PURCHASED and taken over the Steamer called "CHAN PO" in Hongkong recently plying between Canton and Shantung. All Claims whatsoever against the said Steamer before our possession should be referred to an settled with the late owners.

FOR LOK HING, Manager.

WO SHUN STEAMBOAT CO. LTD., 23, CONNAUGHT ROAD, WEST, Hongkong, 7th June, 1907. 1044

WANTED.

A COMPRAHORE, having business connections throughout the South of China and able to provide substantial security consisting of landed property in Hongkong to the extent of 10 per cent. of the annual turnover. Good remuneration to a suitable man. First Class references from a Foreign Bank required. Apply by letter only in the first instance to DENNY & BOWLEY.

Hongkong, 5th April, 1907. 714

SANTARY BOARD OFFICE.

Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS (as amended), every domestic building or part of such building within the Western Division of the City of Victoria, occupied by members of more than one family must be CLEANSERD and TIME-WASHED THROUGHOUT by the owner during the months of May and June.

N.B.—The word "throughout" used in this notice means that the house should be lime-washed in respect of all the walls of each room and staircase, all outside partitions; stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverley Street, G. A. WOODCOCK, Secretary.

Dated this 1st day of June, 1907. 1 52

IRON MERCHANTS.

E. HING & Co.

DEALERS in Iron, Steel, Metals, Hardware, Man's Metal, Steel Boiler and Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing Wo Street (Lane from 171, Queen's Road to 163, Des Vaux Road Central) Telephone No. 613. Hongkong, 1st March, 1907. 478

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager. Hongkong, 18th November, 1901. 47

FOR SALE.

TWO VERY VALUABLE PIECES OF LAND—

LANDED PROPERTY Situate at CANTON near the Hongkong Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by admeasurement 5 1/2 "changes" or thereabouts. Title Deeds can be seen at the Office of the Undersigned.

For further particulars, apply to GOLDRING & BARLOW, Solicitors, 10, Queen's Road Central.

Hongkong, 22nd May, 1907. 970

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents. Hongkong, 21st April, 1907. 114

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

(FIRE AND MARINE INSURANCE COMPANY.)

THE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS at Current Rates.

LUTGENS, EINSTMANN & Co., Agents. Hongkong, 1st January, 1907. 124

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Agents. Hongkong, 13th August 1906. 29

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905 £17,837,118.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, 2,750,000

SHIPPING.

ARRIVALS.

ARRIVALS.
ALEXIA, German str., 3,600 B. Peter, 10th June
 Cebu (4th June)—Hamburg—America Line.
AMOI, German str., 4,631 H. Plambeck, 10th June
 Kien Hou (4th June, General)—
 Sander, Wiedler & Co.
HEARTY, British str., 2,395 S. S. S. 10th June
 London and Singapore 3rd June, General—
 Gibb, Livingstone & Co.
TAIKOAN MARU, Japanese str., 1,990 Nagatsun,
 10th June—Kobe—Nippon Yusen Kaisha.
MURAN, British str., 1,112 Puckett, 10th June
 (10th June, Sugar)—Butterfield & Swire.
HUBER, British str., 1,204 A. Mathies, 9th June
 Amoy 7th June—Butterfield & Swire.
KAMAKURA MARU, Japanese str., 3,798 H. Fraser,
 10th June—Japan Ports, General—
 Nippon Yusen Kaisha.
WANG PING, Chinese str., 1,222 Wadda, 10th June
 Chinkiang 5th June, General—
 Chinese.
WANGTAR, Chinese str., 10th June—
 Canton.
NEKA (Mare), Jap. str., 10th June—Canton
 Oceanic, French str., 2,525 Magnien, 10th June
 Yokohama via Shanghai 7th June, General—
 Messageries Maritimes.
PELUS, British str., 4,980 Hannal, 10th June
 Liverpool 4th May and Singapore 5th June—
 General—Butterfield & Swire.
SAUSEN, German str., 2,985 F. Schmetz, 10th June
 Bangkok 31st May, General—
 Butterfield & Swire.
SINIAN, British str., 1,017 J. Amieson, 9th June
 Hiohoo 8th June, General—Butterfield & Swire.
SYNTHY, French str., 2,888 Barillon, 10th June
 Marseilles 1st May, Mails and General—
 Messageries Maritimes.
TAIHAN, British str., 1,174 J. T. Laing, 10th June
 Saigon 24th June, Rice—Bradley & Co.
TAIKIN, Dutch str., 7,000 H. Koops, 10th June
 Batavia 1st June, General—Java-China—
 Japan Lijn.
VIRACAY, American str., T. Goffiso, 10th June
 Manila 8th June, Sugar—Order.
WINGANG, Brit. str., 9th June—Canton.
YAWATA MARU, Japanese str., 2,395 T. L. Harrison,
 10th June—Melbourne 15th May and Manila 8th June, General—
 Nippon Yusen Kaisha.

CLEARANCES.
 AT THE HARBOR MASTER'S OFFICE.
 10th June.
Denryu, British str., for Nagasaki.
Fukuhara Maru, Japanese str., for Swatow.
Zingara, British str., for Hongkong.
Kanjo Maru, Japanese str., for Saigon.
Keng Ping, Chinese str., for Canton.
Oreoclen, French str., for Saigon.
Tanjo Maru, Japanese str., for Keelung.
Yingchow, British str., for Swatow.

DEPARTURES.
 10th June.
ANGHEIN, German str., for Swatow.
HUPRI, British str., for Canton.
NIKKAI MARU, Japanese str., for Hongkong.
QUAN, German str., for Canton.
RAIKOW, Am. cruiser, for Manila.
STONBY, French str., for Shanghai.
TAISHAN, British str., for Canton.

SHIPPING REPORTS.
 The British str. *Federa* reports: Fine weather throughout.
 The Chi. str. *Kiang Ping* reports: Moderate to fresh N. E. wind, variable at intervals, clouds and rain weather.
 The Dutch str. *Pinkoi* reports: Fine weather, moderate S. winds breeze, approaching M'hoang altering to S.E. cloudy sky, rainy weather.

VESSELS IN DOCK.

ABERDEEN DOCKS.
Kowloon Docks.—*Typhoon*, Arrived 4th June.
Cosmopolitan Docks.—*Kiupin*, Arrived 4th June.

VESSELS PASSED ANKER.
 May 16, Dutch str., *Batavia*, Penang, Mar. 31, from Hamburg, for Batavia.
 May 16, German str., *Gottard*, Schutt, Feb. 28, from Hamburg, for Batavia.
 May 20, Dutch str., *Sabri*, Engelsman, April 13, from Rotterdam, for Batavia.
 May 22, British str., *Monsoori*, Goddard, May 20, from Singapore, for Mauritius.
 May 22, French str., *Andolette*, Pavillet, Apr. 10, from Table Bay, for Amoy and Saigon.
 May 22, German str., *Peter Rickmers*, Bachmann, Feb. 27, from Penang, for Singapore.
 May 22, Norwegian str., *Tos*, Thorsen, Mar. 27, from Moss, for Amoy and for Batavia.
 May 24, German str., *Lohringen*, Willeman, April 3, from Bremen, for Batavia.
 May 25, German str., *Michael Jensen*, Willeman, April 3, from Japan, for Batavia.
 May 26, British str., *Islander*, Wright, May 24, from Singapore, for Christmas Island.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAIMUN."
 Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 11th inst., at Noon.
 For Freight or Passage apply to
DOUGLAS LAFRAIK & Co.,
 General Managers.
 Hongkong, 8th June, 1907. 1049

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 (Calling at Port Darwin and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM."
 Captain Stead, will be despatched as above on SATURDAY, the 29th June, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTONE & Co.,
 Agents.
 Hongkong, 5th June, 1907. 1035

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbor has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	NUNIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 20th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	SHEWAN, TOMES & Co.	...	About 14th inst.
LONDON	MALACCA	Brit. str.	—	C. J. Denton	P. & O. S. N. Co.	About 11th inst.
LONDON	MALTA	Brit. str.	—	P. A. Peters	P. & O. S. N. Co.	On 15th inst., at Noon
MARSEILLES, &c., via PORTS OF CALL.	OCEANIAN	French str.	—	Maguen	MESSAGERIES MARITIMES	To-day, at 1 p.m.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SIAM	Dan. str.	—	—	MELCHERS & Co.	About 20th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	PETRONIA	Dan. str.	—	—	MELCHERS & Co.	About 6th July.
HAVRE & HAMBURG	SPEZIA	Ger. str.	k.w.	Brock	HAMBURG-AMERIKA LINIE	On 23rd July.
HAVRE & HAMBURG	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 20th August.
NAPLES, HAVRE & HAMBURG	SILKES	Ger. str.	k.w.	Schnefeldt	HAMBURG-AMERIKA LINIE	On 17th inst.
NAPLES, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	Bahl	HAMBURG-AMERIKA LINIE	On 12th July.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	SCHARNHORST	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 7th August.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HAMBURG	Ger. str.	—	L. Maass	MELCHERS & Co.	On 19th inst., at Noon.
TRIESTE, &c., via SINGAPORE, &c.	E. F. FERDINAND.	Aus. str.	—	Filler	HAMBURG-AMERIKA LINIE	On 4th Sept.
NEW YORK	BRANIER	Brit. str.	—	Matcovich	SANDER, WIELER & Co.	About 30th inst.
NEW YORK	NOBMAN PRINCE	Am. str.	—	Dowell & Co., Ltd.	...	On 28th inst.
NEW YORK	VANDALIA	Brit. str.	1 m.	AKHROLD, KERRICK	...	About 12th inst.
YANCOUVER via SHANGHAI JAPAN, &c.	TARTAN	Brit. str.	2 m.	Frank	HAMBURG-AMERIKA LINIE	On 20th July.
VICTORIA (B.C.) & TACOMA via JAPAN	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. Co.	On 19th inst., at Noon.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	SHAWMUT	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC R. Co.	On 4th July, at 4 P.M.
SALINA CRUZ, MEXICO, via MOJI, JAPAN	GLENFARG	Brit. str.	—	DODWELL & Co., LTD.	...	On 7th Aug.
AUSTRALIAN PORTS via MANILA	MARINE	Ger. str.	—	TOTO KISEN KAISHA	...	Middle of July.
AUSTRALIAN PORTS via PORT DARWIN	IRNIE SIGISMUND.	Brit. str.	—	G. C. Christiansen	CHINA COMMERCIAL S.S. Co.	On 27th inst., at 4 p.m.
JAPAN	ALDENHAY	Brit. str.	—	Leiz	MELCHERS & Co.	On 20th inst., at Noon.
Kobe & YOKOHAMA	TAIKINI	Dut. str.	—	Stood	GIRO, WILSON & Co.	On 20th inst., at Noon.
Kobe & YOKOHAMA	CHANGSHA	Brit. str.	—	T. Moore	JAYA-CHINA JAPAN LAY.	Quick despatch.
TSIENTSIN, via SWATOW & CHEFOO	CEYLON	Brit. str.	—	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	CHEONGSHING	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	About 11th inst.
SHANGHAI	NIPTON	Aus. str.	—	S. J. Payne	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
SHANGHAI	CHUNSHANG	Brit. str.	—	Tarabochia	SANDER, WIELER & Co.	On 18th inst.
SHANGHAI	DEITA	Brit. str.	—	Cox	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SPEZIA	Ger. str.	k.w.	C. L. Daniel	P. & O. S. N. Co.	About 18th inst.
SHANGHAI, CHINGWANTAO, YOKOHAMA & KOBE	CATHAY	Dan. str.	—	—	HAMBURG-AMERIKA LINIE	On 16th inst.
SHANGHAI, NINGASAKI, MOJI, KOBE &c.	NATANA	Brit. str.	—	H. S. Bradshaw	MELCHERS & Co.	About 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	AMERICA	Brit. str.	—	—	P. N. O. S. N. Co.	About 20th inst.
SHANGHAI, NINGASAKI, KOBE & YOKOHAMA	PURENEN	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th inst.
NINGPO & SHANGHAI	POOCHOH	Brit. str.	—	Nuthrath	MELCHERS & Co.	About 18th inst., at Noon.
SWATOW & SHANGHAI	YINGCHOW	Brit. str.	—	HUTEN	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW & SHANGHAI	KURIAK	Brit. str.	—	Frazier	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
TSAMUI via SWATOW & AMOY	SHAOSHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
SWATOW, AMOY & POOCHOW	JOSHIN MARU	Japan. str.	—	H. S. Smith	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
HOIHOW, PAKOI & HAIPHONG	HAIMUN	Brit. str.	1 m.	Ad. J. Jacob	SAKKA SROSEN KAISHA	On 16th inst., at 10 A.M.
MANILA	SINGAN	Brit. str.	—	Jameson	DODWELL & Co.	To-morrow, at Noon.
MANILA	YINGSHANG	Brit. str.	—	T. Meyrick	BUTTERFIELD & SWIRE	To-morrow, at 3 A.M.
MANILA	ZAPIRO	Brit. str.	—	A. Fraser	JARDINE, MATHESON & Co.	On 14th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	Quick despatch.
MANILA ZAMBONGA PORT DARWIN &c.	TEAN	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 15th inst., at Noon.
CEBU & ILOILO	CH. NOSHIA	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
KUDAT & SANDAKAN	KAIFONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th July at 4 P.M.
BOMBAY via SINGAPORE & PENANG	BOENEO	Ger. str.	—	F. Seabill	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	CAPRI	Ital. str.	—	Edelstein	MELCHERS & Co.	About 6th July, at 9 A.M.
SINGAPORE, PENANG & CALCUTTA	AKRATOON APCAR.	Brit. str.	—	E. Stewart	CARLOWICK & Co.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	R. Foy	DAVID SASSON & Co., LTD.	On 4th inst.
SINGAPORE & BOMBAY	ISROK	Aus. str.	—	M. Ticao	DAVID SASSON & Co., LTD.	To-morrow, at 3 P.M.
					JARDINE, MATHESON & Co., LD.	On 15th inst., at 3 P.M.
					SANDER, WIELER & Co.	On 17th inst.

POST OFFICE NOTICES.

The Delta, with the English mail of the 17th May, left Singapore on Saturday, the 5th inst., at 8 a.m., and may be expected here tomorrow, at 4 p.m. This packet brings, replies to letters despatched from Hongkong on the 16th April and the parcel mails closed in London for despatch by the all sea route on the night of the 8th of May, and for despatch overland on the early morning of the 15th May.

FOR	PER	DATE
Hoihow and Haiphong	Hanoi	Tuesday, 11th, 9.00 A.M.
Haiphong	Hanoi	Tuesday, 11th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	America Maru	Tuesday, 11th, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Europe, &c., India via Tutuorin		(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Saigon	Clara Jensen	Tuesday, 11th, 1.00 P.M.
Macao	Sui Tai	Tuesday, 11th, 1.15 P.M.
Singapore and Shanghai	Yingchou	Tuesday, 11th, 3.00 P.M.
Manila	Tea	Tuesday, 11th, 3.00 P.M.
Kobe, Yokohama and Portland	Alena	Tuesday, 11th, 5.00 P.M.
Singapore, Penang and Colombo	Frithof	Tuesday, 11th, 5.00 P.M.
Hoihow, Pakhoi and Haiphong	Kamakura Maru	Tuesday, 11th, 5.00 P.M.
Nagasaki, Kobe and Yokohama	Singon	Wednesday, 12th, 9.00 A.M.
Singapore, Penang and Bombay	Yanaka Maru	Wednesday, 12th, 11.00 A.M.
Macao	Camr	Wednesday, 12th, Noon.
Singapore, Penang and Calcutta	Sui Tai	Wednesday, 12th, 1.15 P.M.
Singapore, Hongkong and Tientsin	Lighting	Wednesday, 12th, 2.30 P.M.
Shanghai	Chungshing	Wednesday, 12th, 3.00 P.M.
Macao	Chungshing	Wednesday, 12th, 3.00 P.M.
Manila, Thursday 1st, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, and Perth, Fremantle	Sui Tai	Friday, 14th, 11.00 A.M.
Macao	Sui Tai	Friday, 14th, 1.15 P.M.
Singapore, Penang and Calcutta	Aradoun Appear	Friday, 14th, 2.00 P.M.
Manila	Yuenang	Friday, 14th, 3.00 P.M.
Singapore and Shanghai	Kunghing	Friday, 14th, 3.00 P.M.
Shanghai, Moji, Kobe and Yokohama	Tjiki	Friday, 14th, 4.00 P.M.
Europe, &c., India via Tutuorin		Saturday, 15th.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The parcel mail will be closed at 5 p.m. on Friday the 14th June		

GILBERT'S ROYAL LIQUEUR

FIRST QUARTERLY REPORT.

JOHN CLARK, PH. D.F.C.S., F.I.C.

Public Analyst for the City of Glasgow and the Counties of Lanark and Renfrew, &c.

"I have made a minute and careful chemical analysis of a fair sample of several hundred casks of Gilbert's Diamond Brand Royal Liqueur Blend of Scotch Whisky, taken by myself from the bonded stores in which the casks are lying, and the results of my analysis indicate that it is pure whisky, which has been matured for a considerable period in Sherry Casks, and from its mild and agreeable flavour, I am of opinion that it is a very fine blend of Scotch Whisky."

SAMPLES ON APPLICATION.

PER CASE \$1.00

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 17th May, 1907.

COMMERCIAL

CLOSING QUOTATIONS.

ON	June 10th
LONDON—	
Telegraphic Transfer	22 1/2
Bank Bills, on demand	22 1/2
Bank Bills, at 30 days sight	22 1/2
Bank Bills, at 4 months sight	22 1/2
Credits, at 4 months sight	22 1/2
Documentary Bills 4 months sight	22 1/2
PARIS—	
Bank Bills, on demand	27 1/2
Credits, at 1 month sight	27 1/2
BERMANY—	
On demand	22 1/2
NEW YORK—	
Bank Bills, on demand	54
Credits, at 60 days sight	54
ON BOMBAY—	
Telegraphic Transfer	162
Bank, on demand	62
ON CALCUTTA—	
Telegraphic Transfer	162
Bank, on demand	162
ON SHANGHAI—	
Bank, at sight	73
Private, 30 days sight	74
ON YOKOHAMA—On demand—	166
ON MANILA—On demand—	166
ON SINGAPORE—On demand—	73 p.m.
ON BATAVIA—On demand—	184
ON RAIPONG—On demand—	44 p.m.
ON SAIGON—On demand—	4 p.m.
ON BANGKOK—On demand—	67
SOVEREIGNS, Bank's Buying Rate	\$2.10
GOLD LEAF, 100 fine, per test	\$45.00
BAR SILVER, per oz.	36 1/2

OPIMUM.

Quotations are—	June 10th
Malwa New	\$820 per picul.
Malwa Old	\$850
Malwa Older	\$850
Malwa V. Old	\$850
Foreign fine quality	\$860
Persian extra fine	\$850
Patna New	\$910 per chest.
Patna Old	\$800
Benares New	\$800
Benares Old	\$800

NOTICE TO KOWLOON RESIDENTS

Extra copies of Daily Press are on sale daily at the KOWLOON BOOKSTALL, Mr. H. RUTTONJEE & SON, 100, STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL, Hongkong, 22nd December, 1903.

JOINT STOCK SHARE.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Pa. 20	\$120.
Bank—		
Hongkong & Shanghai	\$125	\$80.
National B. of China	26	\$51.
Hell's Asbestos E. A.	125. 8d.	\$7. sellers
China-Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$10	\$8, sellers
China Provident	\$10	\$3.80, sellers
Cotton Mills—		
Bow	Fls. 53	Tls. 61.
Hongkong	Fls. 10	Tls. 11, sellers
International	Fls. 75	Tls. 32.
Laon Kung Mow	Tls. 100	Tls. 30.
Soyabean	Tls. 500	Tls. 350.
Dairy Farm	\$8	\$15.
Docks and Wharves—		
H. & K. Wharf & D.	\$50	\$80, sellers
H. & W. Dock	\$50	\$100, sales & buy.
New Amoy Dock	\$81	\$114, buyers
Shanghai Dock	Tls. 100	Tls. 80.
Shanghai & H. Wharf	Tls. 100	Tls. 223.
Feenick & Co., Genl.	\$25	\$171, sellers
Green Island Cement	\$10	\$15, sales
Hongkong & C. S.	\$10	\$176, buyers
Hongkong Hotel Co.	\$10	\$15, sellers
Hongkong Ice Co.	\$25	\$245.
Hongkong Rope Co.	\$10	\$20, buyers
Insurance—		
Canton	\$50	\$280, sellers
China Fire	\$20	\$34, sales
China Traders	\$25	\$10.
Hongkong Fire	\$50	\$823, sellers
North China	\$100	\$18.75.
Union	\$50	\$750, buyers
Yangtze	\$50	\$170, buyers
Land and Building—		
Hongkong Landl.	\$100	\$107, sellers
Hampden's Estate	\$10	\$104, sellers
Kowloon Land & B.	\$30	\$87, sellers
Shanghai Land & B.	Tls. 50	Tls. 102.
West Point Building	\$50	Tls. 102.
Mining—		
Charbonnages	Fr. 550	\$475, buyers
Rauha	15/10	\$8, buyers
Peak Tramways	\$10	\$11, sales & buy.
Philippine Co.	\$10	\$6.
Refineries—		
China Sugar	\$100	\$112, sellers
Luzon Sugar	\$100	\$21, sellers
Steamship Companies—		
China and Manila	\$25	\$134, sellers
Douglas Steamship	\$50	\$40.
H. Canton & M.	\$10	\$120, buyers
Indo-China S. S. Co.	\$21	\$5.
Shanghai Transport Co.	\$10	\$20, sellers
Star Ferry	\$10	\$164, sellers
Do. Nov.	\$5	\$164, sellers
South China M. Post.	\$25	\$23, sellers
Steam Laundry Co.	\$5	\$7.
Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$20, sellers
Fowling & Co., Wm.	\$10	\$5, sellers
Watkins	\$10	\$11, sellers
Watson & Co., A. S.	\$10	\$11, sellers
United Asbestos Co.	\$10	\$104, buyers
Do. Founders	\$10	\$122, sales
Union Waterboat Co.	\$10	\$122, sales

VERNON & SMYTH.

HONGKONG TIME TABLE.


From June 11th to 17th, 1907.
To correct Zone Time add 28 min. and 15 sec.

High Water.	Low Water.
Mean Time.	Mean Time.
Height.	Height.
Mean Time.	Mean Time.
Height.	Height.
Tues. 11	11 17 1/2
Wed. 12	12 17 1/2
Thurs. 13	13 17 1/2
Fri. 14	14 17 1/2
Sat. 15	15 17 1/2
Sun. 16	16 17 1/2
Mon. 17	17 17 1/2

HONGKONG METEOROLOGICAL REGISTER.

Previous Day	On Date	On Date
at 4 p.m.	10 a.m.	at 4 p.m.
Barometer	29.81	29.94
Temperature	77	81
Humidity	80	82
Wind Direction	E	ESE
Force	2	2
Weather	0	0
Rain	0	0.36
Highest open air Temperature on 9th	78	
Lowest open air Temperature on 9th	72	

NAPIER JOHNSTON'S
SQUARE BOTTLE WHISKY.
NAPIER JOHNSTON'S
SQUARE BOTTLE WHISKY.



SHIPPERS
CUTLER, PALMER & Co., LONDON
AGENTS
LANE, CRAWFORD & CO.
HONGKONG

NOTICES TO CONSIGNEES.

DAMPFSCHIFFS-REHDEREI "UNION"
ACTIEN-GESELLSCHAFT.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"VERONA,"
having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by CARLOWITZ & Co., Agents.

Hongkong, 6th June, 1907. 1042

NOTICE TO CONSIGNEES.

FROM HAMBURG.

THE H. A. L. Steamship
"SILEBIA,"
Captain Bahl, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given to-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Agents, Hongkong Office.

Hongkong, 5th June, 1907. 1038

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"ROON,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 8th inst., at 11 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

All Claims must reach us before the 16th June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 6th June, 1907. 5

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BENAVON"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th June, 1907. 1039

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rabattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship
"CAPRI,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

No Fire Insurance will be effected.

CARLOWITZ & Co., Agents.

Hongkong, 6th June, 1907. 4

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain W. A. Valoutine.
S.S. "FATSHAN," 2,260 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,985 tons, Captain B. Branch.
S.S. "HEUNGSHAN," 1,985 tons, Captain R. D. Thomas.
(Sunday excepted).

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m.

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The a.s. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday, at 9 p.m. from Queen Street Wharf West returning from Canton every Tuesday, Thursday, and Saturday at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Granger.
S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf & at 2 p.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 9 a.m. from Douglas Wharf & from Macao at 5 p.m.
The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
S.S. "NANNING," 569 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 3.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.
Hotel Mansions (First Floor), opposite the Hongkong Hotel;
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

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NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SYRIA"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 7th June, 1907. 1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SA